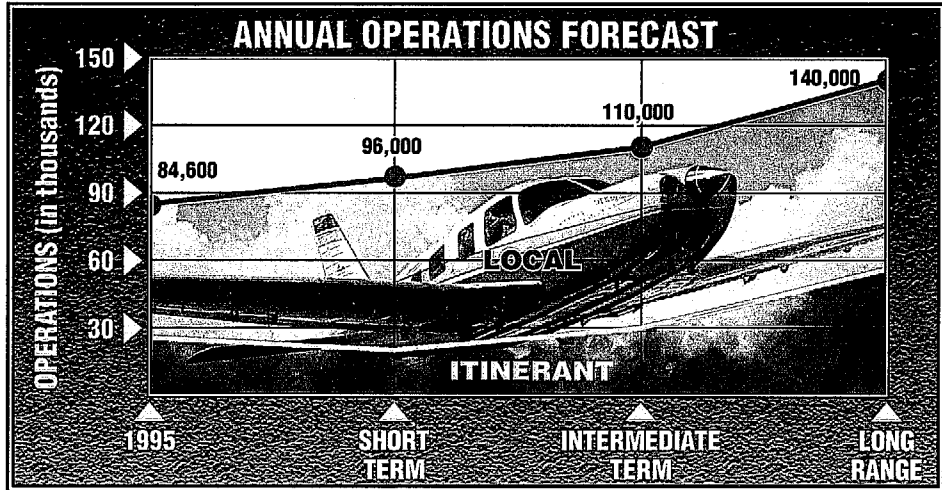


AVIATION ACTIVITY PLANNING HORIZONS				
	1995	SHORT TERM	INTERMEDIATE TERM	LONG RANGE
Annual Operations				
Itinerant	25,400	20,000	30,000	56,000
Local	59,200	76,000	80,000	84,000
Total Operations	84,600	96,000	110,000	140,000
Based Aircraft	38	60	80	130



### DEVELOPMENT FUNDING

Detailed costs were prepared for each development item included in the program. Complete implementation of the plan will require a total financial commitment of over \$20 million dollars over the long range planning horizon. Nearly 90 percent of the recommended program funding could be funded through state or federal grant-in-aid programs. The source for state monies is through a state grant program administered by the Arizona Department of Transportation (ADOT) Aeronautics which was established to maintain the integrity of the air transportation system within the State of Arizona. Federal monies could come from the Aviation Trust Fund which is the depository for federal aviation taxes such as those from airline tickets, aviation fuel, aircraft registrations, and other aviation-related fees. Eligible projects can receive up to 90 percent funding from ADOT for non-federally funded projects, and one-half (4.47 percent) of the local share for projects receiving federal Airport Improvement Program (AIP) funding. Federal AIP funding of 91.06 percent can be received from the FAA for eligible projects. The following table depicts the breakdown of state/federal and local funding for the implementation of the Master Plan.

CAPITAL IMPROVEMENT PROGRAM				
	Total Cost	FAA Eligible	ADOT Eligible	Local Share
Short Term Total	\$7,173,500	\$6,000,399	\$737,349	\$435,752
Intermediate Term Total	\$4,785,000	\$3,136,717	\$401,641	\$1,246,642
Long Range Total	\$8,496,000	\$7,636,175	\$371,412	\$488,413
<b>Total Program Cost</b>	<b>\$20,454,500</b>	<b>\$16,773,291</b>	<b>\$1,510,402</b>	<b>\$2,170,807</b>

### PLAN DEVELOPMENT AND IMPLEMENTATION

With the airport master plan completed, the most important challenge is implementation. The cost of developing and maintaining aviation facilities is an investment which yields impressive benefits for the community. The master plan employs a continuous planning program as a key feature to assist in updating and implementing the plan's recommendations. This plan and associated development program provides the tools airport management will require to meet the challenges of the future. By providing a safe and efficient facility, Buckeye Municipal Airport will continue to be a valuable asset to the Town of Buckeye and the surrounding community.

The Buckeye Municipal Airport Master Plan was a cooperative effort between the Town of Buckeye, ADOT, FAA, and the consultant. Technical assistance was provided by the airport consulting firm of Coffman Associates.

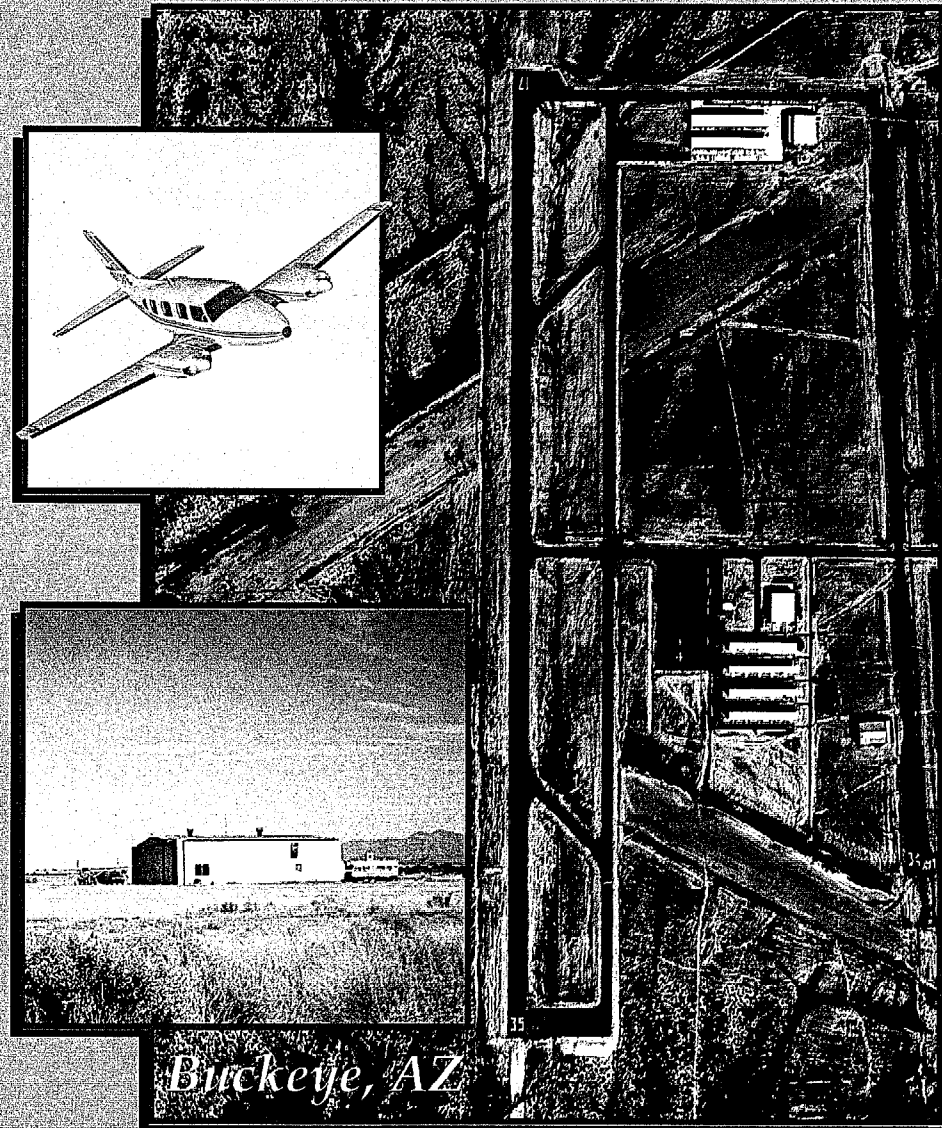
For further information, please contact:

Town Manager  
Town of Buckeye  
(602) 386-4691  
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# BUCKEYE

## MUNICIPAL AIRPORT



## AIRPORT MASTER PLAN

## EXECUTIVE SUMMARY



# BUCKEYE

## MUNICIPAL AIRPORT

*The Buckeye Municipal Airport Master Plan was undertaken to evaluate and determine the existing and future needs of the airport with a primary goal of formulating a capital improvement plan suitable for meeting those needs. A master plan and approved Airport Layout Plan (ALP) are part of the requirements for eligibility for federal and state airport funding assistance. The study was jointly financed by the Federal Aviation Administration (FAA), Arizona Department of Transportation (ADOT), and the Town of Buckeye. An important part of the master planning process was public involvement. A Planning Advisory Committee comprised of local community representatives, as well as national and regional agencies, met three times during the study process to review draft materials and discuss recommendations. In addition, two public information workshops were held to provide information to interested citizens and to solicit their input.*

### RECOMMENDED DEVELOPMENT PROGRAM

The proper planning of a facility of any type must consider the demand that may occur in the future. For Buckeye Municipal Airport, this involved reviewing and updating forecasts to identify the potential future aviation demand. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking twenty years into the future.

While it is necessary for scheduling and budget purposes to focus on timing of airport development, the actual need for facilities is established by activity levels. As a result, the Master Plan is demand-based rather than time-based document. Planning horizons defined by levels of activity have been established which will call for consideration of implementing the next step of the Master Plan. The primary indicators of aviation demand at an airport are the number of aircraft operations and the number of aircraft based at the airport. An aircraft operation is defined as one take-off or landing. The planning horizons and the highlights of the capital improvement program are outlined here.

By developing the airport to meet the aviation demand levels instead of specific dates in time, the airport will serve as a safe and efficient aviation facility which will meet the operational demands of its users while being developed in a cost efficient manner. Such a program also allows the Town to change specific development projects in response to unanticipated needs or demand.

The individual projects within each planning horizon have been listed in the adjacent table and are color-coded on the airport layout plan drawing. The forecast planning horizon milestones are summarized in the following table.

Originally constructed as a World War II auxiliary base for military training purposes, Buckeye Municipal Airport is strategically located to serve as a corporate aviation center on the western fringe of the Phoenix Metropolitan area. The dynamic growth being experienced in the region over that last twenty years will likely continue well into the next century, with growth continuing outward toward the Buckeye area.

Because of its large population base and excellent flying weather, the Phoenix Metropolitan area has become one of the busiest centers of general aviation in the country. Many airports in the area have become increasingly strained by the sizable aviation demand and the need for additional facilities and airports to serve this demand has been identified.

Understanding the aviation demand potential, the Town of Buckeye prepared the Master Plan with the objective of targeting more effective use of the airport as a corporate general aviation center. With an existing 4,300 foot runway, the Buckeye Municipal Airport maintains adequate property which would allow for the runway to be extended to 5,500 feet without additional property purchases. In order to serve the projected corporate aircraft as well as existing and future training activity, the plan identified the ultimate layout of Runway 17-35 measuring 7,300 feet and the ultimate construction of a 4,300 foot parallel runway primarily planned for training operations. The development of additional aircraft storage hangars, parking apron, fueling facilities, and other aviation services at the airport have been planned to provide an alternative location for aircraft owners in Maricopa County to base their aircraft. The airport has also been planned to provide space to attract additional aircraft maintenance and flight training operators as well as industrial/commercial development.

